

GOULD FORCING RIVAL'S HAND

Jeffery for Western Pacific Presidency.

Surprising to Railroad Men Who Study Situation From Every Side.

Closed Gateway Reason for Latest Move and Action of Harriman in Forcing Competing Lines.

The announcement from San Francisco that at the next meeting of the Western Pacific Railroad board, Mr. J. C. Gould will resign the presidency and be succeeded by Edward T. Jeffery, president of the Denver & Rio Grande system, will occasion no surprise to those who have been closely following the trend of affairs. The recent election to the board of several prominent Gould men showed that he was behind the road, and at the same time the closed Ogden gateway has been given as the reason why Gould was so plainly showing his hand, a showing that might force the Harriman folks to throw open the gateway, in which event the Western Pacific would not be built.

What is surprising to railroad men is the fact that the traffic department of the Harriman system should so manifestly take this department as to antagonize the Goulds and make the Western Pacific possible, that line to be a direct competitor of the Goulds, forming a through line that will be a menace to the Harriman road. That the Rio Grande is pouring into the Southern Pacific trains at Ogden cannot be overlooked. Should it be unknown to the Southern Pacific people, however, it might be cited that statistics made up last September showed that during a certain period 20,000 passengers had passed through Ogden westward on certain low rate tickets, and of this total the Rio Grande line delivered in round figures 17,000.

Therefore, if the same equation is carried out next September, the Southern Pacific will carry to San Francisco 300 and the Western Pacific 17,000 passengers. These figures are startling enough to show how absurd is the closed gateway policy versus the Harriman road.

RAILROAD PRESIDENTS CONFER. Dine and Talk, but Do Not Make Their Deliberations Public.

NEW YORK, Dec. 7.—A conference of railroad presidents has just been held at the Metropolitan club, where the real or official heads of nearly all the great railroad systems of the United States dined as the guests of Edward P. Ripley, president of the Atchafalaya, Topeka & Santa Fe. Nothing was made public as to the result of the deliberations which were held in private.

There were fourteen at the table, and beside the host, who represented his own road, there were George J. Gould, representing the Missouri Pacific and Washburn system; Edward H. Harriman, head of the Union Pacific and Central Pacific systems; Marvin Hewitt, president of the Chicago & North-western; Samuel Spencer, president of the Southern railway; Roswell Miller, chairman of the Chicago, Milwaukee & St. Paul; and J. C. Gould, president of the Pennsylvania; William H. Truesdale, president of the Delaware, Lackawanna & Western; William H. Newman, president of the New York Central; Charles S. Mallen, president of the New York, New Haven & Hartford; President Earling of the Chicago, Milwaukee & St. Paul; B. L. Winchell, president of the Chicago, Rock Island & Pacific; Robert Mather, president of the Rock Island company; and F. D. Underwood, president of the Erie.

For some time it is said, Mr. Ripley has been convinced that there were certain matters relating to the running of American railroads and places of what might, perhaps, be called political questions having a direct bearing on railroading that ought to be frankly discussed by the heads of the leading companies. With this object in view invitations to the dinner were sent out, and Mr. Ripley came on from the West coast.

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Equal to fine custom-made in all but price. The makers' guarantee, and ours, with every garment. We are Exclusive Agents in this city.

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pedally for it. Every man present had something to say and, it is understood, spoke his mind freely.

HITCHCOCK IS HERE. Washburn Hustler in Utah Looking After General Business.

Phil P. Hitchcock, general agent of the passenger department of the Washburn system, at Denver, arrived in the city yesterday on his regular visit for the purpose of looking into the passenger situation. When seen yesterday he stated that his line had enjoyed a very heavy traffic to the World's Fair, just closed, and the passenger department was highly gratified at the outcome. For the future there is nothing in immediate prospect but any number of conventions will be held next year, which will create a heavy movement. The Washburn is now running through and solid limited trains from Chicago and St. Louis into Pittsburgh, which are being splendidly patronized for such a new line.

Advanced Rates Hurt Consumer. CHICAGO, Dec. 7.—It was positively stated today before the Interstate Commerce commission that in order to secure the common law liability service in shipping freight 25 per cent additional cost is required of shippers, the price of goods and the burden of the increased freight rate will fall upon the consumer. Another important development was the introduction of several letters from railroads, particularly the Illinois Central and Chicago & Eastern Illinois railways, asserting that they would not support the proposed new uniform bill of lading. This proved a distinct surprise to attorneys for many other railroads represented before the commission.

Mental Anguish Don't Hold. LAPOINTE, Ind., Dec. 7.—Judge Tuttle, in the Superior court, has made a ruling that damages cannot be recovered for mental anguish alone. Ten members of the Joyce family of Chicago sued the Pennsylvania Railroad company for \$20,000 because they and the body of Mrs. Sarah Joyce en route from Chicago to Leavenworth, failed to reach their destination on time and it was necessary to bury the body without the full rites of the Catholic church. The court dismissed the suit when the evidence of the plaintiffs showed only mental distress as their basis for action.

To Travel in Washington. TACOMA, Wash., Dec. 7.—A. D. Cassin, assistant general agent of the Northern Pacific railway, announces the appointment of Webb F. Sater, who has been city passenger agent in the territory comprising Washington, Idaho and British Columbia, effective December 15.

Railroad Notes. Wall street thinks that the Western Pacific will be abandoned. Messrs. Peck and Moore of the Salt Lake route were at Stockton yesterday.

The beginning of the end of construction down below Las Vegas is now in sight. The new cars and locomotives for the Salt Lake Route will be along right after January 1.

The brick work is finished at the big roundhouse at North Salt Lake and the roof is being put on.

The Rio Grande has left off about seventy-five men, comprising the extra gang working near Layton.

With two steam roads and the Utah Light and Railway company, Bingham Junction should become quite a city.

The Oregon Short Line has built a fine piece of track to reach the Bingham Junction smelters. The line crosses the Rio Grande main line and now both roads can secure freight at the thriving settlement.

The Salt Lake Route will serve the best meal in the West on the Los Angeles limited. California and Utah will supply the larger strawberries at Christmas and fresh, delectable fish right off the boat will be featured.

W. H. Sherman, formerly general agent for the Rio Grande Western railroad at Ogden at later connected with the city and office of the Rio Grande Western in this city, but now holding a prominent position with the Northern Pacific on the coast, is in town on a business trip.

ITS RECORD MONTH. THE ROCKY MOUNTAIN BELL TELEPHONE CO.

During NOVEMBER, added 614 new subscribers in Salt Lake giving a total of 7901 subscribers. Equal to ten telephones to every hundred of population.

STORM IS DUE. 'Phone 2600 for ROCK SPRINGS "PEACOCK" COAL.

Always on hand. We sell no other. Central Coal and Coke company, 25 South Main street.

"At the sign of the Peacock." Original "Manitou" Table Water.

Bottled at the famous effervescent springs lying at the foot of Pike's Peak, Colo. Utah Liquor Co., distributors.

REDUCTIONS IN COTTONS. Made Necessary by Decline in Raw Product for New England Mills.

NEW YORK, Dec. 7.—Sweeping reductions in domestic cotton goods, largely necessitated by the decline in the raw product, are reported to have been made here by the agents of several great New England mills. The cuts are likely to affect many grades, it is said, but the most noteworthy so far made are in bleached sheetings and certain grades of print goods.

In sheetings the discounts of many large mills have reduced quotations from 1/4 to 1 cent a yard, with corresponding discounts based on the quantities purchased. The cuts reported in standard print cloths and shirtings average about one-half cent a yard. Unbleached cottons and gray goods have not thus far been affected.

YOUR STOMACH A DYNAMO. San Francisco Physician Finds Electricity in Man's Interior.

SAN FRANCISCO, Dec. 7.—In an experiment conducted by Dr. Albert J. Atkins of the California Medical college, on the living stomach of a healthy man, it has been demonstrated that the organ is electrical in its action.

The experiment consisted in the introduction of a specially prepared electrode into the stomach by having the man swallow it. When the electrodes were brought in contact with the time known cotton commission-houses to meet the reductions made by their competitors.

It is claimed that this action proves that the whole process of digestion is an electro-chemical one, also that this current in the walls of the stomach prevents the digestion of the stomach by its own juices.

The Grand Prize awarded to MELLIN'S FOOD

over all other infants' foods THE HIGHEST AWARD of the World's Fair Saint Louis This is even higher than the Gold Medal

DOCTOR COOK Cures Diseases of Men

PROSTATIC TROUBLES permanently cured, no matter how long standing, the disease, in from 5 to 20 days.

STRICTURE cured in 15 days, without cutting, pain, drugs or detention from business.

WASTING WEAKNESS Time of cure, 10 to 60 days, by my original, very simple remedy (used exclusively by me).

PRIVATE DISEASES cured in 8 to 15 days, without the use of poisonous drugs.

NERVOUS DEBILITY Cures quick and radical in 20 to 60 days, by my own famous method.

VARIICOCELE Completely and permanently cured by my new process; all disagreeable symptoms soon disappear completely and forever; it is safe, painless and bloodless. An absolute cure guaranteed.

BLOOD POISON Every vestige of poison removed from system without aid of mercury or potash.

Consultation is free and invited, and in consulting me you may be sure that nothing that science can devise or skill perfect has been left undone to afford you a speedy, safe and permanent cure.

WRITE me in full confidence, explaining your troubles as they appear to you, and receive by return mail my honest and candid opinion of your case.

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Through Standard Sleeper daily, Salt Lake to Chicago. Also through Tourist Cars. Lands you at the new LaSalle Street Station in the morning.

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Rock Island System

Original "Manitou" Table Water.

Bottled at the famous effervescent springs lying at the foot of Pike's Peak, Colo. Utah Liquor Co., distributors.

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TIME TABLE

In Effect: Dec. 4, 1904.

ARRIVE

From Ogden, Portland, Butte, San Francisco, Chicago, St. Louis, Omaha, and Denver..... 8:40 a.m.

From Ogden and intermediate points..... 9:20 a.m.

From Ogden, Cache Valley, and intermediate points..... 11:55 a.m.

From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver and San Francisco..... 4:45 p.m.

From Ogden, Cache Valley, Butte, Helena, Portland, San Francisco and intermediate points..... 7:40 p.m.

DEPART

For Ogden, Omaha, Chicago, Denver, Kansas City and St. Louis..... 7:00 a.m.

For Ogden, Portland, St. Anthony, San Francisco and intermediate points..... 10:30 a.m.

For Ogden, Omaha, Chicago, Denver, Kansas City, St. Louis and San Francisco..... 1:10 p.m.

For Ogden, Cache Valley, Butte, Helena, Portland, San Francisco and intermediate points..... 11:45 p.m.

T. M. SCHUMACHER, Traffic Mgr., D. E. BURLEY, G. P. & T. A., D. S. SPENCER, A. G. & T. A., City Ticket office, 34 Main street, Telephone 250.

TIME TABLE

San Pedro, Los Angeles, Salt Lake, R. R. Co.

DEPART

From Oregon Short Line Depot, Salt Lake City:

For Provo, Lehi, Fairfield and intermediate points on Sanpete Valley Ry..... 8:00 a.m.

For Garfield Beach, Tooele, Stockton, Mammoth, Eureka and Silver City..... 7:45 a.m.

For Provo, American Fork, Lehi, J. B. Milford, Frisco, Calliente and intermediate points..... 6:05 p.m.

ARRIVE

From Provo, American Fork, Lehi, J. B. Milford, Frisco, Calliente and intermediate points..... 9:45 a.m.

From Provo, Lehi, Fairfield, Mercur and Sanpete Valley Ry points..... 5:35 p.m.

From Silver City, Mammoth, Eureka, Stockton, Tooele and Garfield Beach..... 5:35 p.m.

Daily Pullman Buffet Sleeping Car Service between Salt Lake, Milford, Modena and Calliente.

Direct stage connections for all mining districts in southern Utah and Nevada.

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E. W. GILBERT, Gen'l Pass. Agt., J. L. MOORE, Dist. Pass. Agt.

DENVER & RIO GRANDE RAILROAD

In Effect October 9, 1904.

LEAVE SALT LAKE CITY.

No. 10—For Heber, Provo and Marysville..... 8:00 a.m.

No. 12—For Park City..... 8:15 a.m.

No. 1—For Denver and East..... 8:30 a.m.

No. 3—For Ogden and West..... 10:00 a.m.

No. 5—For Ogden and West..... 1:15 p.m.

No. 7—For Denver and East..... 1:30 p.m.

No. 9—For Provo and Eureka..... 1:45 p.m.

No. 11—For Ogden and local pts. 4:00 p.m.

No. 13—For Denver and East..... 4:05 p.m.

No. 15—For Ogden and West..... 4:30 p.m.

No. 17—For Bingham..... 5:10 p.m.

No. 19—For Bingham..... 5:30 p.m.

ARRIVE AT SALT LAKE CITY.

No. 16—From Ogden and local points..... 10:25 a.m.

No. 18—From Eureka and Provo..... 10:50 a.m.

No. 2—From Denver and East..... 11:30 a.m.

No. 4—From Denver and East..... 1:30 p.m.

No. 6—From Ogden and West..... 2:05 p.m.

No. 8—From Heber, Provo and Marysville..... 6:00 p.m.

No. 10—From Ogden and the West..... 7:35 p.m.

No. 12—From Denver and East..... 10:40 p.m.

No. 14—From Bingham..... 10:50 a.m.

No. 16—From Bingham..... 5:40 p.m.

All trains except Nos. 1 to 6 stop at intermediate points.

Ticket office, Dooley block, 'Phone 250.

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Through car, Salt Lake City to St. Louis and Kansas City. Only one change to New York, Buffalo and principal points. Low rates for summer travel. Special attention to ladies and children.

Tourist sleepers through to Chicago, Boston and other points without change. Two trains daily.

Inquire at ticket office, 33 Dooley block, Salt Lake City. Any information cheerfully given.

G. P. & T. A. Missouri Pacific Ry., St. Louis, Mo.

The Lagoon Road

Salt Lake & Ogden Railway.

Time Table in Effect Sept. 6, 1904.

LEAVE SALT LAKE, 6:30 and 9 a. m.

LEAVE FARMINGTON AND LAGOON, 7:30 and 10 a. m., 1:30 and 5:30 p. m.

Extra trains at 11 a. m. and 1:30 p. m. on Sundays and holidays.

A. D. PIERSON, Gen'l Pass. Agt., J. B. BRAN, Excursion Agt., OFFICE, 151 MAIN ST.

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New and elegant in all its appointments. 80 rooms, single or en suite, all rooms with bath.

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Thro' Standard Sleeper To Chicago

Daily Beginning December 13

It will leave Salt Lake City at 3:15 p. m., to arrive in Chicago at 7:20 the third morning following, with six and one-half hours' stop-over in Denver (from 4 p. m. to 10:35 p. m.)

Burlington Route

R. F. NESLEN, General Agent, 70 W. SECOND SOUTH ST., Salt Lake City.